

HB 2587 -- COLLECTIVE BARGAINING

SPONSOR: Mathews

COMMITTEE ACTION: Voted "Do Pass" by the Standing Committee on Workforce Standards and Development by a vote of 7 to 1. Voted "Do Pass" by the Select Committee on Labor and Industrial Relations by a vote of 7 to 1.

This bill allows a collective bargaining unit to independently represent different classes of workers within the bi-state development agency. This bill also allows multiple collective bargaining units to exist within the bi-state development agency.

This bill further requires labor disputes involving representation to be settled through arbitration. If any of these disputes arises in the operation of any public transportation service, such dispute must be submitted to an arbitration board, the composition of which is specified in the bill.

PROPONENTS: Supporters say that it makes sense for drivers and mechanics to be represented by different collective bargaining units, because there are currently 1,000 drivers and only 275 mechanics in the bi-state development agency. The mechanics are getting paid \$5 per hour below the federal level, and their rate was set in 2010. The mechanics need a bargaining unit representing only them, because the status quo leaves them poorly represented. Because of their low rate, it is difficult for them to recruit more mechanics, and that leaves them understaffed. The state laws of Missouri and Illinois do not apply to this agency, because it is considered a political subdivision, and the agency does not follow the NLRA. For state laws to apply to an interstate compact, both states involved have to pass identical state laws. All the mechanics are looking for is fair representation like the Missouri Constitution guarantees public and private employees.

Testifying for the bill were Representative Mathews; Tim Dempsey; and Michael Stenger.

OPPONENTS: There was no opposition voiced to the committee.

OTHERS: Others testifying on the bill say that there is good case law out there (KMOV v. Bi-State) that relates to the consent requirement for interstate compacts. The bill, as is, will not have any effect unless Missouri repeals current language and enacts language to completely mirror Illinois's law. Union members are encouraged and entitled to go to meetings and to vote for union leaders if they are dissatisfied with the union representation.

Testifying on the bill was Michael A Evans, Amalgamated Transit Union Division 788.